

WALKER AND HIS YACHT

**Claim for the Defiance
Makes Yokohama
Smile.**

The Japan Gazette says, under the heading "A Yachting Challenge from Honolulu:"

A representative of the Hawaii Yacht Club, Mr. H. E. Walker, is in Yokohama on a visit, and comes armed with a challenge to the yachtsmen of Japan. The Honolulu yachtsmen have heard that Yokohama has some clever designers and sailors of yachts and therefore wish to engage them in friendly contest. Mr. Walker says they are willing to put up a Y. 1,000 cup to be annually competed for and if Yokohama will take up the idea the yachtsmen here can have the preference in the conditions. The idea is for Yokohama to fix the size of the boat, say, one with something like 25 feet water line, and Honolulu will build one to meet conditions. The Yokohama boat could be taken over on one of the liners next year and if it won, then Honolulu would send a boat the following year to try to win the cup back. The round trip from Yokohama should not consume a month.

Mr. Walker is very enthusiastic over his proposal and is interviewing local yachtsmen on the subject. He is the owner of a pretty yacht, the Defiance, about 16 feet water line, that is the champion in Hawaiian waters. She recently won a 22 mile race, before and on the wind, with about 10 miles to windward, in 2 hours 20 minutes, and the boat has carried off all the races for which she has entered. She is smaller, however, than the craft suggested for the Inter-Island Race, though at present there are no restrictions and the matter is simply being introduced to sporting enterprise.

A WONDERFUL BOAT.
Editor Japan Gazette: In a morning contemporary of the 30th inst. I notice, an article headed "A Wonderful Boat" and as this article refers to the Hawaiian Yacht Defiance, of which I am the owner, I would like to say a few words about her speed. The yacht Defiance was built in Honolulu by the Chas. D. Walker Boat & Machine Works, and is certainly a most perfect type of the latest racing machine; she was built for speed only, and certainly developed it in a marvelous way. Her performance of covering 22 miles actual in 2 hours 20 mins. is not her best, for she has done a 24 mile course with five miles to windward in the wonderful time of 2 hours and 40 minutes beating a fleet of over 12 boats, and coming in 19 minutes ahead of the crack Australian yacht Myrtle. Defiance has not shown all her speed yet, and I am positive that she can cover a measured mile with favorable conditions at the rate of 12 to 13 miles an hour; she is about 17 feet water line and 26 feet over all, and carries about 250 square feet of canvas, and is at her best in about a 15 to 20 mile breeze. I hope this will be sufficient to satisfy—without one going into the calculating business.

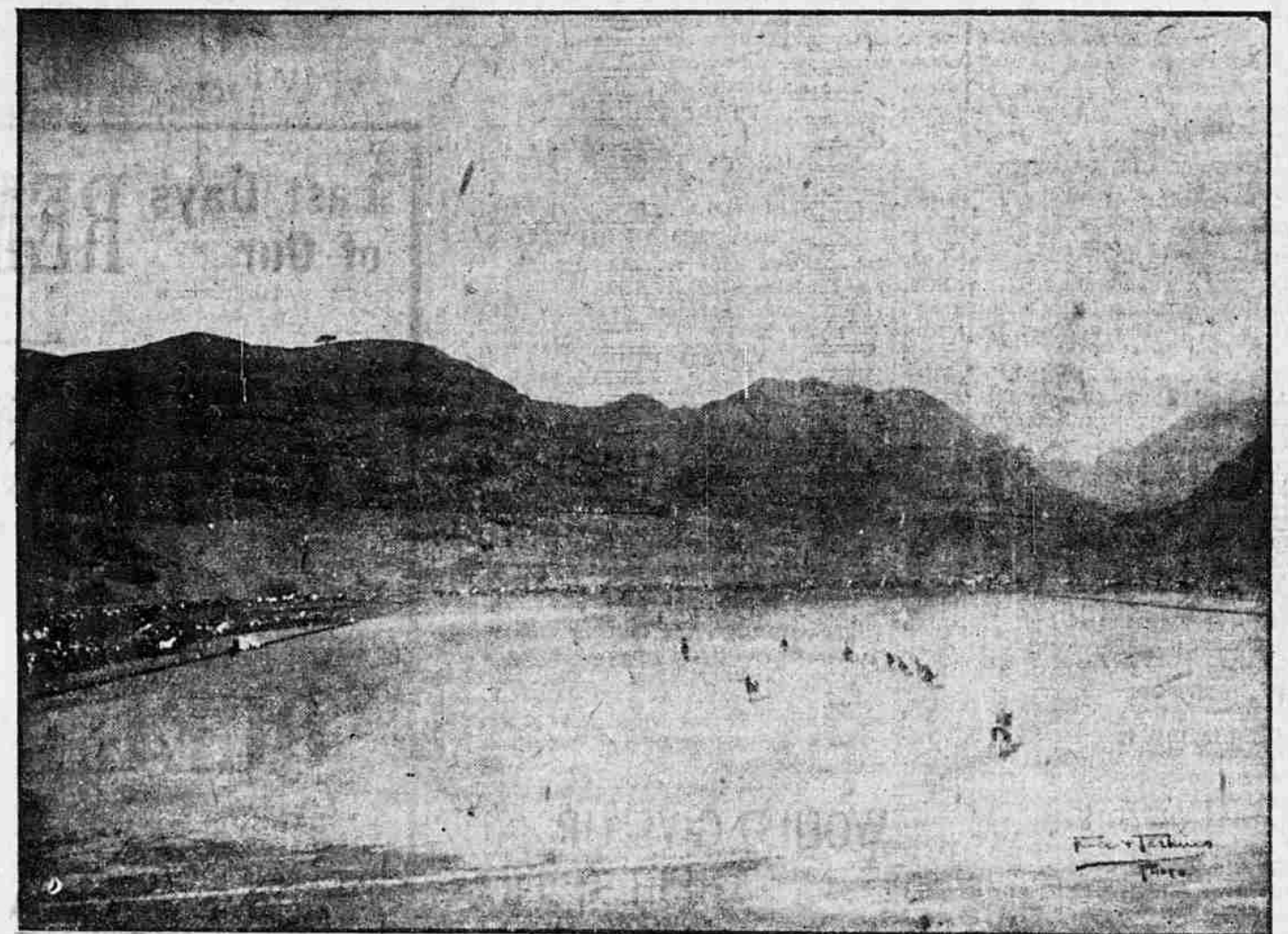
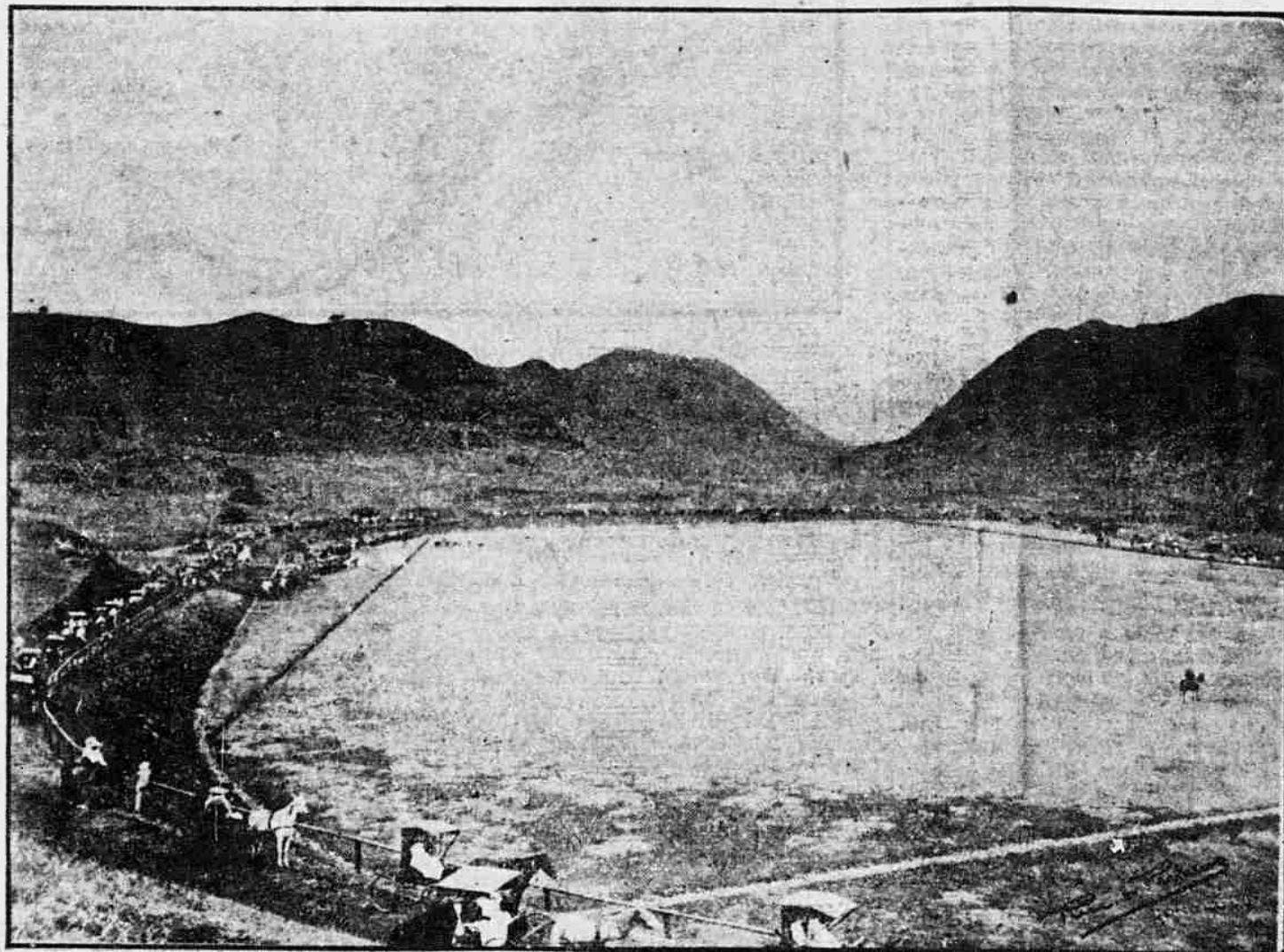
I remain,
Yours very obediently,
H. E. WALKER.
Yokohama, Oct. 30th, 1903.

[We do not question the sincerity of our correspondent even in this remarkable statement, but would like to ask him whether he would be prepared to guarantee the accuracy of the measurements of the courses race over?—The Gazette.]

A DOUBTING THOMAS.
Editor Japan Mail: In a recent issue of one of your contemporaries, I noticed an account of a wonderful time made by a racing yacht called the Defiance, measuring 16 feet on load water line. This smart boat is said to have covered a course of 22 miles in a race, of which 10 miles were to windward, in the remarkable time of 2 hours, 20 minutes. Supposing that the distance given is the actual distance sailed, and not the distance of the race as per chart, this works out at an average speed of 9 3/7 miles per hour. According to Dixon Kemp, the well known authority, a sailing vessel's maximum speed is approximately L. W. L. in feet x 1.25 equals knots per hour. This is frequently exceeded by modern racing yachts, but probably only by reason of the increase of load water line when the yacht is heeled over, at high speeds. On a water line of 16 feet this formula gives a maximum speed of 5 knots per hour. Supposing the Defiance has overhauled increasing her water line to 25 feet effective, that would give a maximum speed of 6.25 knots. She must therefore be quite a remarkable craft to make an average speed of 9 3/7 miles per hour over a course of 22 miles. If the distance of the race was 22 miles on the chart, and 10 miles was to windward, the performance was more remarkable still, the speed working out at over 11 miles per hour, and approximating the maximum speed of America Cup defenders.

Further particulars of this wonderful craft would greatly interest local yachtsmen. Yours truly,
MUNCHAUSEN, JUNIOR.
Yokohama, Oct. 29th, 1903.

KAUAI POLO TEAM OUTSCORES OAHU BUT LOSES HOTLY CONTESTED GAME ON FOULS



POLO AT MOANALUA.

—Photos by Rice & Perkins.

Kauai's splendid polo team outscored the Oahu four yesterday afternoon at the Moanalua polo grounds, but owing to two costly fouls and two safety plays on the Garden Islanders' part, the score at the end of the game was reduced and the game went to Oahu, 5 to 4.

In four periods of exciting and, at times, brilliant playing, the Kauai team demonstrated its capacity for continuous hard playing, magnificent riding, and the ability to hold the almost invincible Oahu team down to an equal score, but it lacked true mallet work, which practically lost the game. Several costly mallet errors on the part of the Kauaians at critical stages of the game, passed the advantage over to Oahu. The Oahu team played with remarkable cleverness, calling for the plaudits of the crowd. The celerity of dashes after the ball at times bordered on the spectacular, especially when the entire aggregation of players put spurs to their mounts on a wild charge across the entire field, like hunters in full cry after a fox. Kauai had its sympathizers fringing the field and the Garden Island players were given a full share of the compliments and applause, while red parrots, red handkerchiefs and ribbons made the scene brilliant with color.

The game from start to finish was exciting, and from the first play it was seen that Kauai had changed its tactics since last Saturday's game, and its team work was shown to the best advantage. The ponies' shoes had also been given attention enabling them to keep their feet on the turf. The brace which the visiting team had taken was shown not so much in the first period as in the last three. Kauai shutting out Oahu from making goals in both the second and third. In the second period Kauai made two goals, but a foul and safety cut this down to one. In the third period two goals were made and a foul and a safety reduced

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SENATOR TELLER BEGINS WAR ON GEN. WOODS

(ASSOCIATED PRESS CABLEGRAMS.)

WASHINGTON, Nov. 12.—Senator Teller has served notice that he will question the military record of Brigadier General Wood. The latter's nomination for Major General has been referred to committee.

Senator Teller has long opposed General Leonard Wood and he has the sympathy of a number of other senators who are determined, if possible, to undermine Wood in the army. Over a year ago the opening of the Senatorial fight against Wood was described in the following Washington dispatch: "Several Senators appear determined to make trouble for Brigadier General Leonard Wood. They may also make trouble for the President, who is Wood's firm friend and backer. It is said that the enmity to Wood has been developing a long time. Senator Hanna became very bitter toward Wood because of his treatment of Estes G. Rathbone, and at one time Hanna threatened to go after Wood hot foot, declaring that the extravagance Rathbone practiced in Cuba was the skimpiest kind of frugality when compared with the way that Wood lived there. Hanna kept quiet for the time being, but he is still in a mood to make a fuss at any time, and he will be sure to do it if Wood ever comes before the Senate for promotion. Senator Teller of Colorado, the man who brought to light Wood's contribution from the Cuban treasury in behalf of the reciprocity agitation, is another Senator who has it in for Wood. An agent of Teller has been in Cuba lately, and it was this agent who dug up the Thurber incident. The agent is said to have got hold of other papers that are now in the possession of Senator Teller ready to be used when they will be most effective in stopping the march of General Wood toward the goal that he seeks—that of general commanding the army of the United States. There are a dozen Senators who dislike Wood so greatly that they never refer to him as General Wood at all, but call him Dr. Wood, which was his title at the outbreak of the Spanish war."

WE GET GUANTANAMO.

WASHINGTON, Nov. 12.—The Cuban port of Guantanamo has been transferred to the United States.

A TARTAR GENERAL TO TAKE FIELD IN MANCHURIA

**The Czar Tells the Kaiser That He
Will Not Declare War
on Japan.**

(ASSOCIATED PRESS CABLEGRAMS.)

SHANGHAI, Nov. 12.—The Governor of Chi-li and General Ma declare that they will take the field in Manchuria with 45,000 men.

General Ma, who proposes to take the field in Manchuria, is a well known Chinese army leader. He was a henchman of the Empress Dowager during the Boxer War and in the latter part of that struggle was given command of the bodyguard of the court. At that time the number of persons composing the Chinese court was very large and the bodyguard was really a small army. The fact that one of the Dowager's favorite generals is to take the field in Manchuria and that there have been recent rumors from Peking that she would leave the capital, owing to her fear of impending trouble, may now be taken to mean that China intends to take a stand against Russian aggression.

THE CZAR FOR PEACE.

LONDON, Nov. 12.—It is stated that the Czar assured the Kaiser that he would not declare war on Japan.

WHOM THE GODS WOULD DESTROY.

SAN DOMINGO, Nov. 12.—The revolutionists have notified the Government that they will not recognize its engagements with the United States.

Santo Domingo has been in trouble with the United States for over a year regarding several American claims. One of the principal claims, that of the San Domingo Improvement Company, involves the transfer to the Dominican government of a railroad property valued at several million dollars, and this question was arranged for arbitration some time ago. The Dominicans have settled several smaller claims.

As San Domingo threatens, under rebel rule, to repudiate the American claims it may be possible that the rebels have made a dicker with some other foreign power. Germany recently sent a warship there to look after her interests. An enormous amount of Dominican Government bonds are held in Belgium under an agreement whereby the holders, in the event of a default in payment of interest, are authorized to take possession of the Dominican custom houses and collect the amount of the debt. Should the repudiation of debts lead to the downfall of the government there may be an attempt on the part of a European power to acquire possession of Samana Bay as a site for a naval coaling station. Then the United States will be confronted with an extremely serious emergency which might have been avoided had the United States Senate ratified the report of a commission in 1871 recommending the annexation of Santo Domingo to the United States.

AGAINST CHAMBERLAIN'S POLICY.

BIRMINGHAM, Nov. 12.—Hugh Cecil and Winston Churchill spoke to 5,000 people on an anti-Chamberlain resolution denouncing protection and admitting retaliation in exceptional circumstances. The resolution was carried.

DIED WHEN RESCUED.

NEVADA CITY, Cal., Nov. 12.—A miner named Evans was entombed for sixty-eight hours without food or water. He was rescued alive by a comrade but died soon after.

THE FRIAR LAND SETTLEMENT.

WASHINGTON, Nov. 12.—Governor Taft expects to settle the friar lands question in the Philippines for \$8,000,000 instead of \$14,000,000.

A CUT IN WAGES.

FALL RIVER, Nov. 12.—The wages of cotton operatives here have been cut ten per cent. Similar action is looked for elsewhere in New England.

SHIPS LAYING UP.

LIVERPOOL, Nov. 12.—Owing to the scant demand for sailing vessels it is proposed to lay up a number of French, German and British ships.

WINTER SETTING IN.

SAN FRANCISCO, Nov. 12.—Gales and snow in the Northwest have prostrated the telegraph lines and impeded traffic on the railroads.